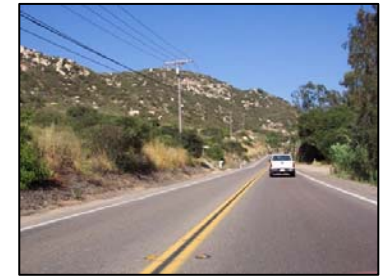


# North County Metro



Interstate 15

Mountain Meadow Road / Mirar  
De Valle Road

Deer Springs Road

## Overview

The North County Metro sub-region includes two represented communities: Hidden Meadows and Twin Oaks. Hidden Meadows, which is located east of Interstate-15, primary planning challenge was providing a new link from Valley Center to Interstate-15 without unduly impacting Mountain Meadow Road and the Interstate-15 interchange. The proposed network addresses this problem by limiting the Valley Center connection to two 2-lane roads, and by distributing some of the Valley Center traffic onto North Broadway.

The key planning challenge in Twin Oaks, which is located west of I-15, was handling a strong demand for travel from the I-15 to San Marcos without impacting the rural character of the community. Although the proposed road network limits the number and size of roads that funnel traffic onto Deer Springs Road and the I-15/Mountain Meadow Road Interchange, a six-lane road is needed at Deer Springs to accommodate forecast traffic volumes that exceed 45,000 ADT. If Deer Springs cannot be widened to a 6-lane road, it will operate at a failing level of service.

## Sponsor Group Preferences

### *Hidden Meadows Sponsor Group*

The Sponsor Group endorsed staffs' land use and road network recommendations with two exceptions: Mirar de Valle Road and North Broadway Road. The Sponsor Group wanted impacts to the I-15/Mountain Meadow Road interchange identified and resolved prior to selecting classifications for these two segments. Although these two roads help alleviate traffic congestion in Valley Center, they bring additional traffic into the Hidden Meadows community.

### *Twin Oaks Valley Sponsor Group*

The Sponsor Group voted to downgrade all roads to a two-lane classification and remove all unbuilt roads from the Circulation Element. The Sponsor Group reversed their initial position, which classified Buena Creek Road and Deer Springs Road as a 4-lane road.

**Key Issues***Incorporated Jurisdictions*

- The unrepresented areas of North County Metro contain a number of road segments that are part of the cities' circulation element networks. Although efforts were made to ensure the County's proposed road classification was consistent with that of the neighboring jurisdiction, this was not always possible. Staff relied on traffic model results to determine each road's classification.
- At the request of City of San Marcos staff, Las Posas Road will remain on the County's Circulation Element because of the newly constructed SR-78 / Las Posas Road Interchange and because it is included in the North County Parkways Plan<sup>1</sup>. However, staff recommends that it be downgraded to 2-lanes.

*Unresolved Traffic Congestion*

- Traffic modeling indicates an east/west connection from Valley Center, a highly desired route, will produce traffic congestion on Mountain Meadow Road. Staff attempted to minimize traffic impacts by routing traffic from Betsworth Road down Broadway.

**Board Alternative Map Network**

A separate CE road network is not recommended for the North County Metro subregion.

**Proposed Land Use Modifications**  
(Draft Land Use Map)

In an effort to lower traffic congestion on Deer Springs Road (Area C), and to help alleviate congestion at the I-15/Mountain Meadow Road interchange<sup>2</sup>, staff recommends lowering the amount of General Commercial, Neighborhood Commercial, and Office Professional in both communities. Commercial designations were not removed from properties that have an existing commercial use or commercial designation under the Existing General Plan.

Two minor land use modifications are recommended in the unrepresented area of North County Metro. Staff also recommends maintaining the Existing General Plan density of (1du/acre) in the island east of Melrose Drive (Area A) because it improves a portion of Mar Vista Drive from a LOS E to D because the City of Vista requested the lower density. At the intersection of South Santa Fe and Buena Creek Road (Area B), staff recommends increasing density from 24 to 29 du/acre near the planned Sprinter station.

<sup>1</sup> North County Parkways Plan specifies major arterials planned in Vista, Oceanside, San Marcos and Escondido.

<sup>2</sup> Land use modifications reduced the peak hour trips on the northbound off-ramp by approximately 45% in the morning, and it reduced peak hour trips on the southbound on-ramp by approximately 36% in the evening. Land use modifications also resulted in approximately 200 fewer peak hour trips on Mountain Meadow Road and Deer Springs Road.

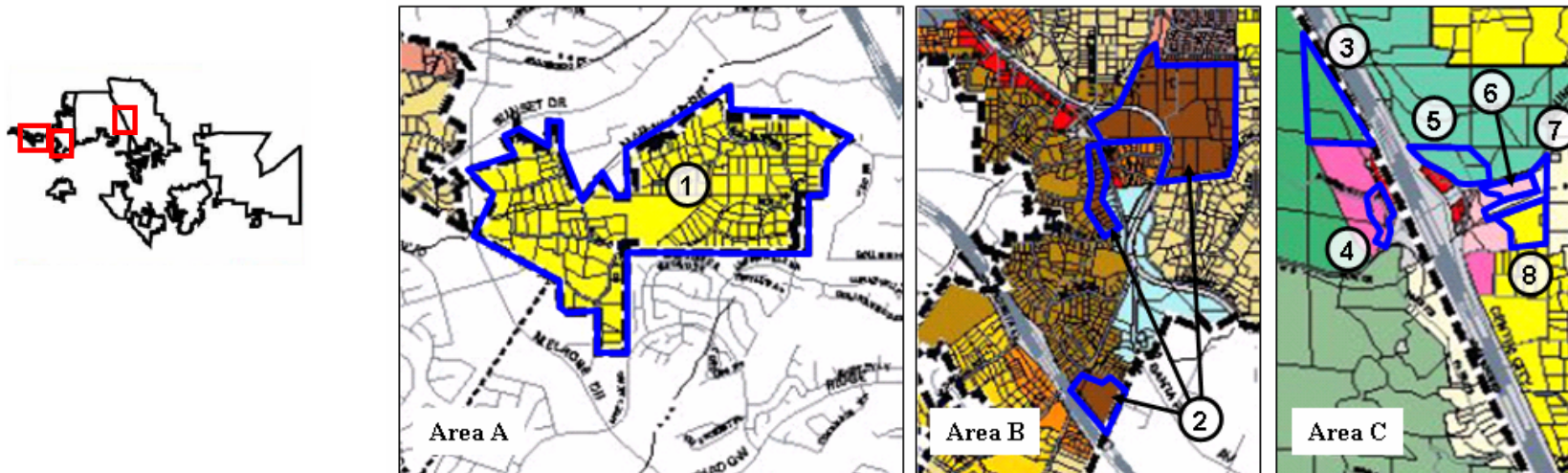


Table of Proposed Land Use Designation Changes

Area #	Acres	Existing General Plan	June 2005 Draft Land Use Map (and Board Alternative Map)*	Staff Recommendation	Sponsor Group Recommendation
1	300	(1) 1 du/1,2,4 ac	VR-2	SR-1	Not Applicable
2	135	(1) 1 du/acre (9) 43 du/acre (10) 24 du/acre	VR-24	VR-29	Not Applicable
3	23	(1) 1 du/1,2,4 ac (18) 1du/4,8, 20	C-2 Office Professional	RL-40	No Action
4	4	(13) General Commercial	C-1 General Commercial	C-2 Office Professional	No Action
5	13	(1) 1 du/1,2,4 ac (18) 1du/4,8, 20	C-3 Neighborhood Commercial	RL-4020	RL-4020
6	5	(1) 1 du/1,2,4 ac	C-2 Office Professional (C-3 Neighborhood Commercial)	C-3 Neighborhood Commercial	C-3 Neighborhood Commercial
7	8	(1) 1 du/1,2,4 ac	C-2 Office Professional (SR-4)	SR-4	SR-4
8	10	(1) 1 du/1,2,4 ac	C-2 Office Professional (SR-1)	SR-1	SR-1

\* The Board Alternative Map and June 2005 Draft Land Use Map designation are the same in most areas. In cases where the two maps differ, the Board Alternative Map designation appears in parenthesis.



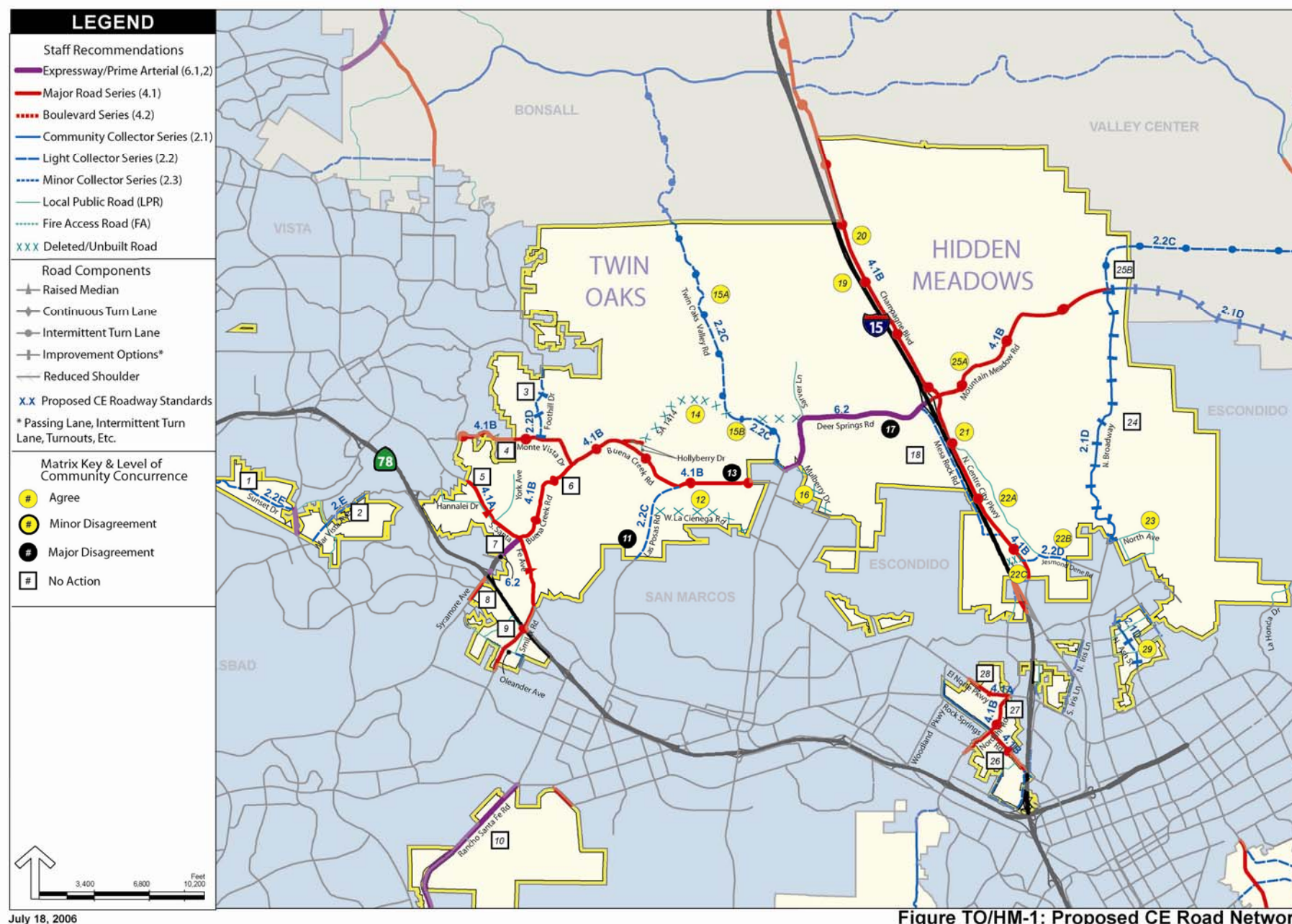


Figure TO/HM-1: Proposed CE Road Network

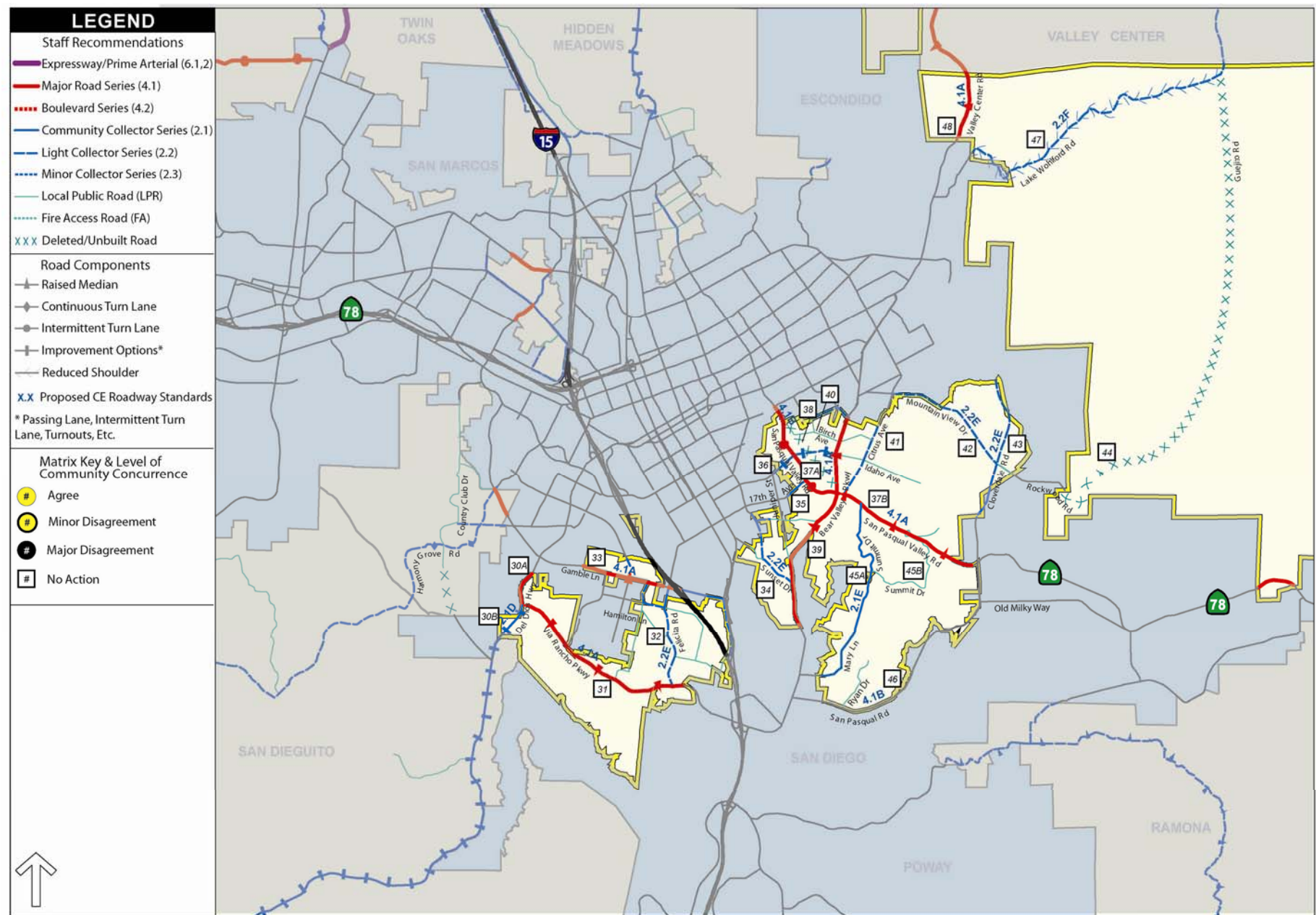
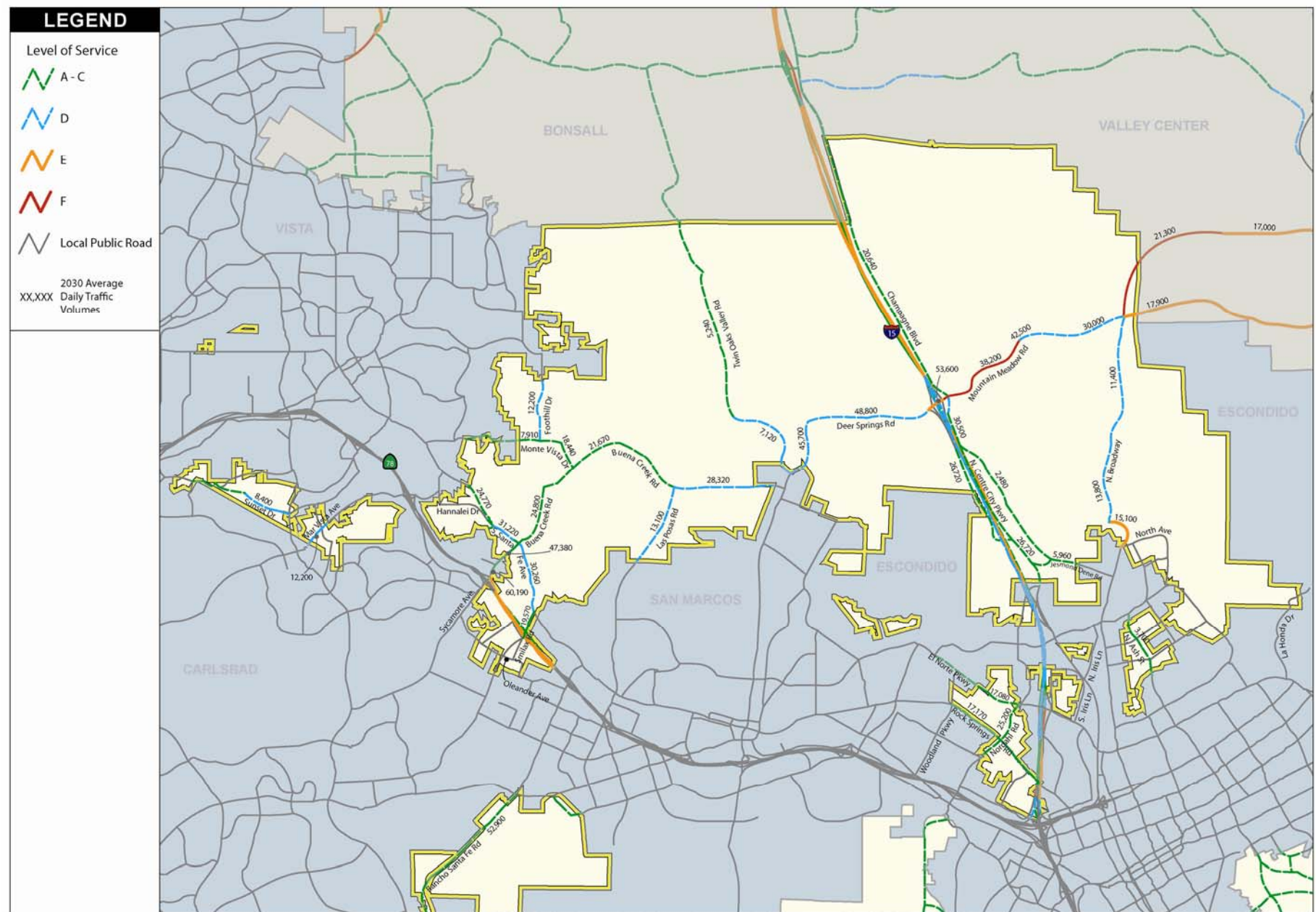
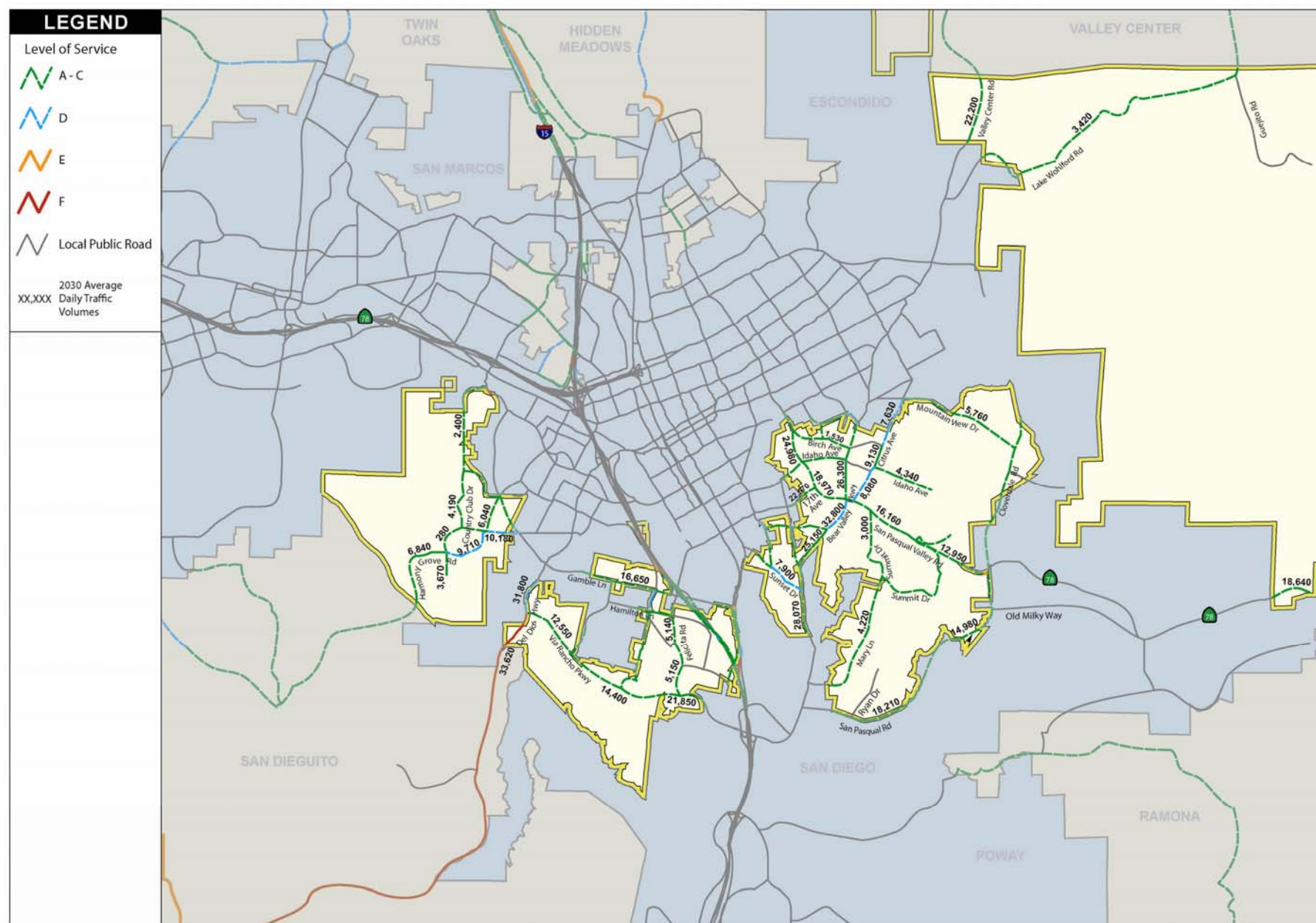


Figure NCM-1: Proposed CE Road Network





**Figure TO/HM-2: Level of Service and Average Daily Traffic Volumes - Proposed CE Road Network**



July 18, 2006

Figure NCM-2: Level of Service and Average Daily Traffic Volumes - Proposed CE Road Network



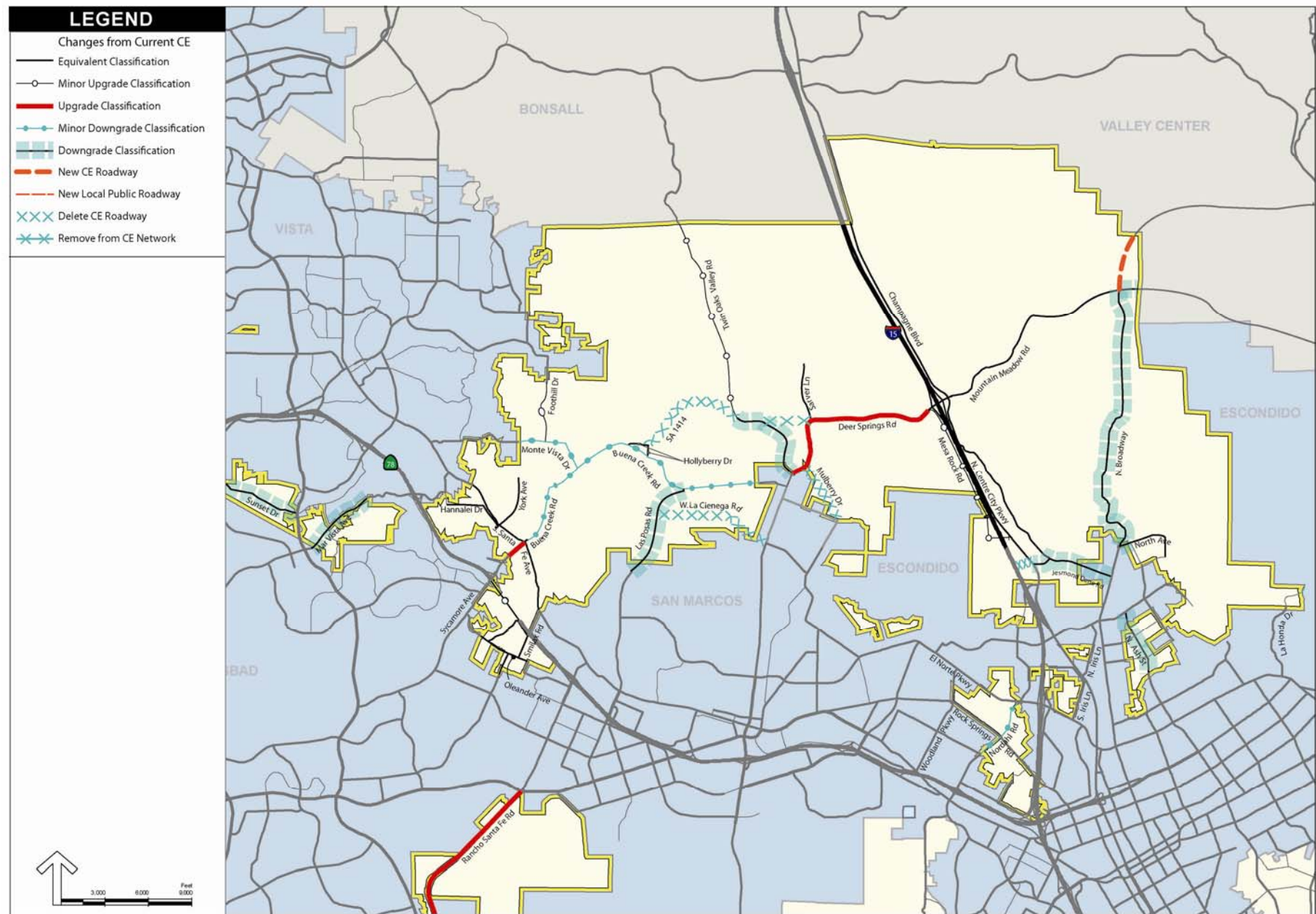


Figure TO/HM-3: Changes to Current CE Network



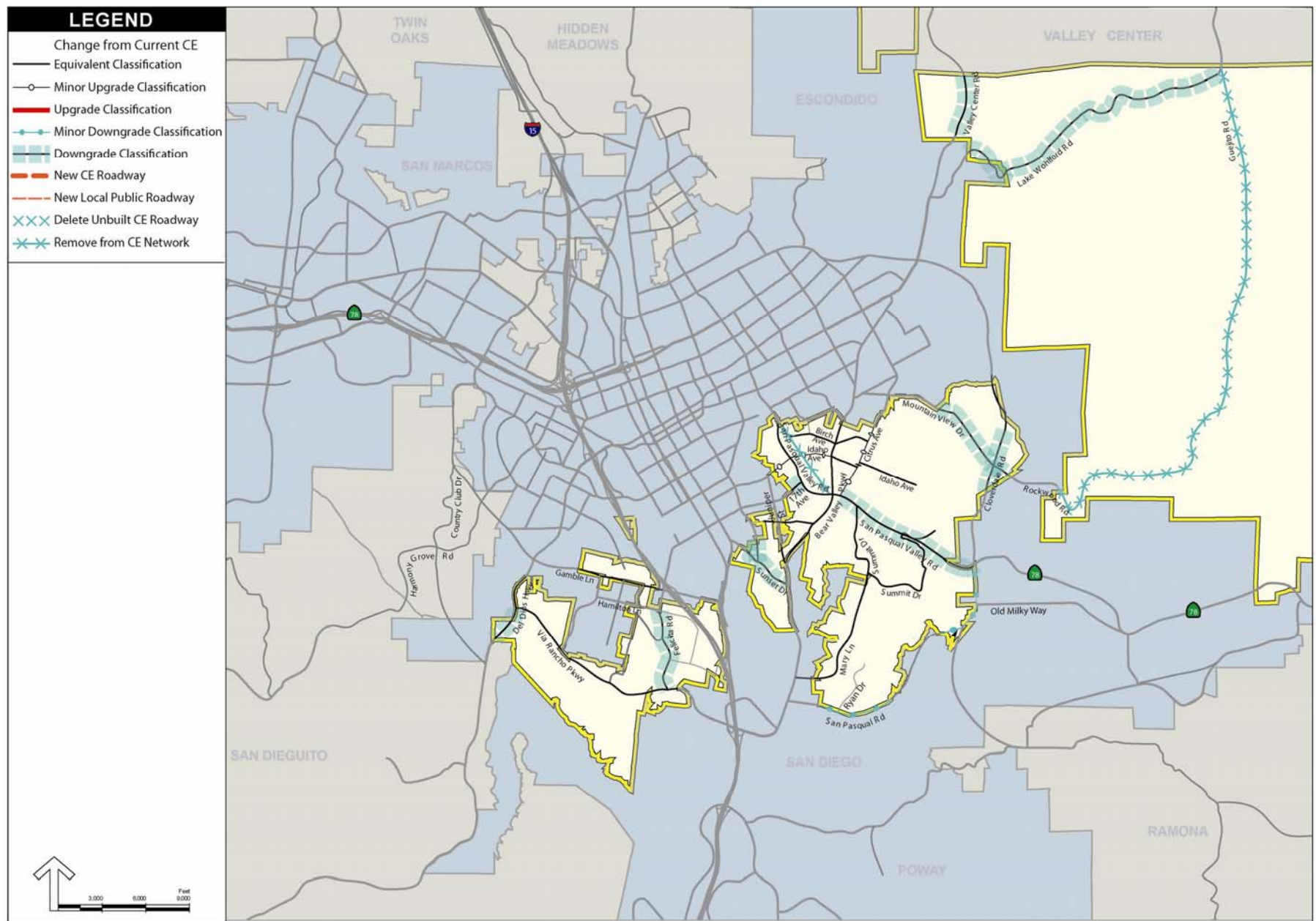


Figure NCM-3: Changes to Current CE Network

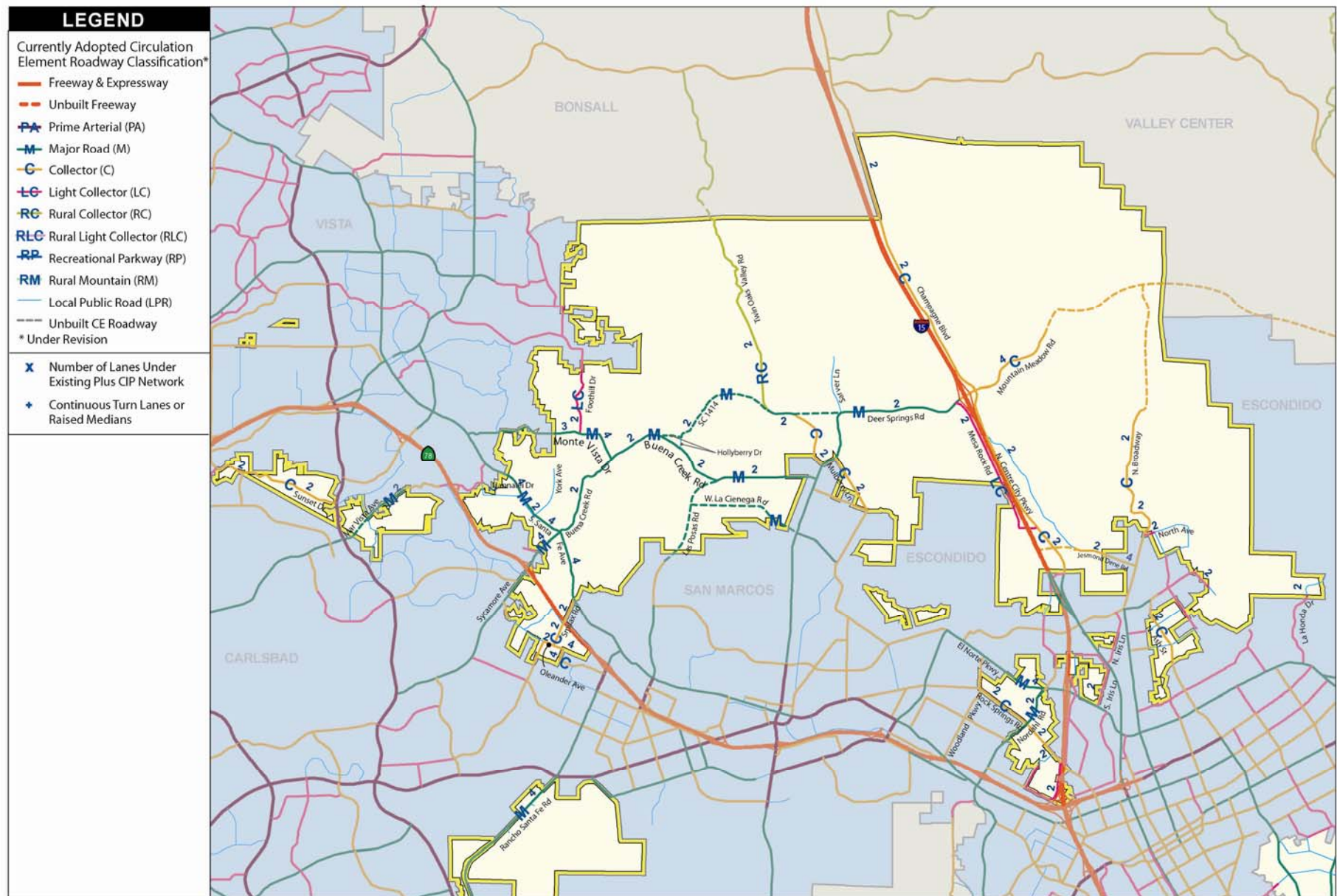


Figure TO/HM-4: Existing Plus CIP Network



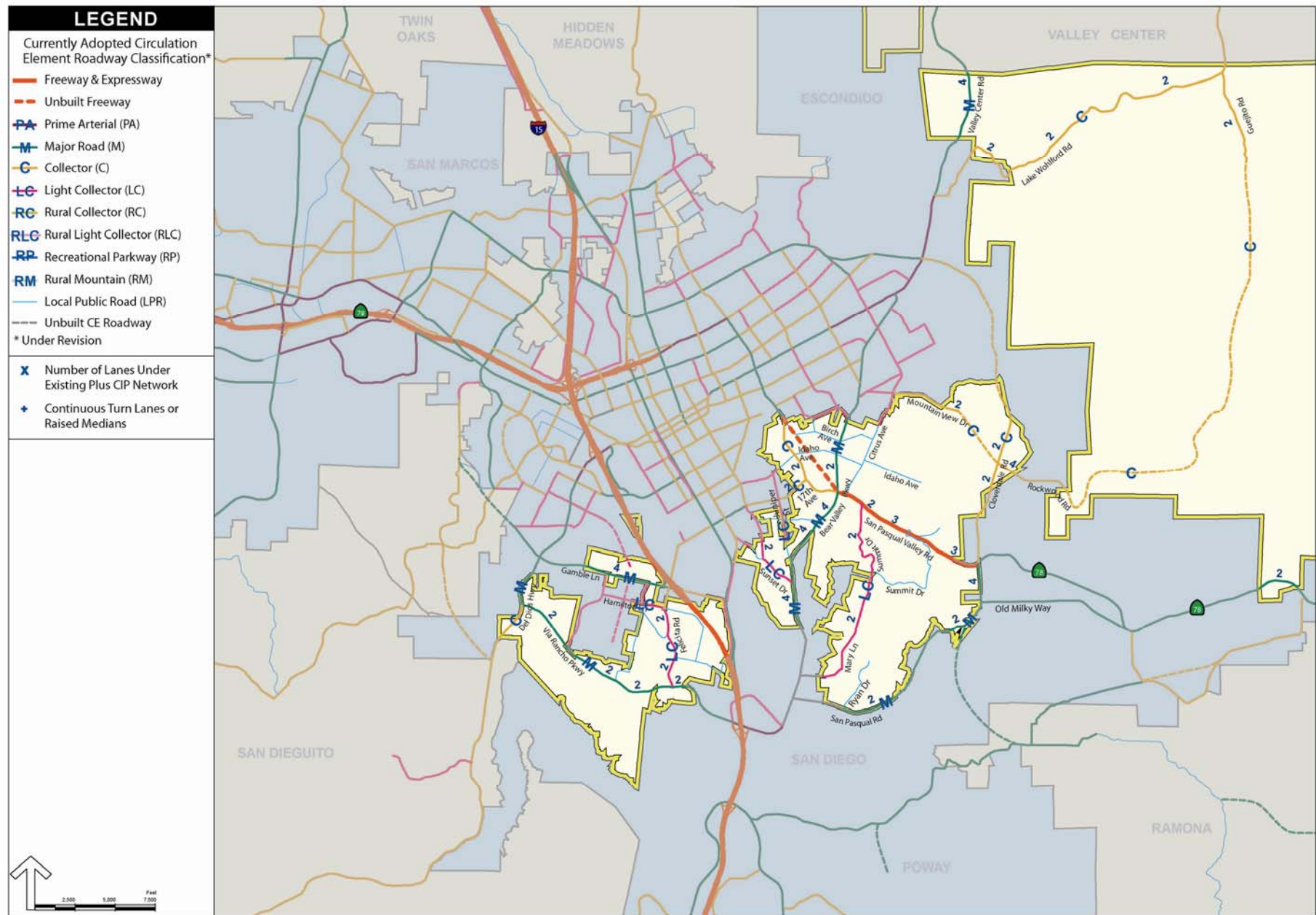


Figure NCM-4: Existing Plus CIP Network



CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>1 Sunset Drive (SC 1190)</b> <u>Segment:</u> Melrose Drive to Emerald Drive <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Road is operating at LOS A-C.</li> <li><i>Interjurisdictional Issue</i> -- The City of Vista classifies eastern segment of Sunset Drive as a 2-lane road.</li> </ul>
<b>2 Mar Vista Ave</b> <u>Segment:</u> Mar Vista Drive (Vista) to Cannon Road (Carlsbad) <u>Existing Condition:</u> Unbuilt & 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Downgrade Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road can adequately serve projected traffic.</li> <li><i>Maximize Traffic Movement</i> – Connects a state highway with a Prime Arterial.</li> <li><i>Interjurisdictional Issue</i> -- The City of Vista requested the County re-align this road, but staff recommends maintaining the existing alignment because projected traffic counts do not warrant building a new road.</li> </ul>
<b>3 Foothill Drive</b> <u>Segment:</u> Vale Terrace (Vista) to Buena Creek Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Upgrade</b> 2.2 D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Projected traffic counts suggest road is near capacity.</li> </ul>
<b>4 Monte Vista Drive</b> <u>Segment:</u> South Santa Fe Avenue (Vista) to Buena Creek Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic counts.</li> </ul>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>5 South Santa Fe Avenue</b> <u>Segment:</u> Montgomery Street to Bosstick Boulevard (San Marcos) <u>Existing Condition:</u> (CIP = 4 +lanes) <u>Current Classification:</u> Major Road (4+ lanes)	<b>Equivalent Classification</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Road is operating at LOS A-C.</li> <li><i>Interjurisdictional Issue</i> - The City of Vista classifies northern segment of road as 4 lanes.</li> </ul>
<b>6 Buena Creek Road (Western Segment)</b> <u>Segment:</u> South Santa Fe Avenue to Sugarbush <u>Existing Condition:</u> 2 lane road <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic counts.</li> </ul>
<b>7 Sycamore Avenue</b> <u>Segment:</u> South Santa Fe Avenue to Highway 78 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Upgrade Classification</b> 6.2 Prime Arterial (6 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 6-lane road is needed to accommodate projected traffic.</li> </ul>
<b>8 State Route 78</b> <u>Segment:</u> Mar Vista Drive to Smilax Road <u>Existing Condition:</u> 6 lanes <u>Current Classification:</u> Freeway (6 lanes)	<b>Minor Upgrade</b> 6.1 Expressway (6 lanes) + 2 HOV lanes	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – 2 additional HOV lanes (as identified in the RTP) will improve the LOS from F to E (165,000 ADT).</li> </ul> <p><b>Note: Proposed classification will operate at LOS E/F</b></p>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>9 Smilax Road</b> <u>Segment:</u> Oleander Avenue to South Santa Fe Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Equivalent Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic counts.</li> </ul>
<b>10 Rancho Santa Fe Road</b> <u>Segment:</u> Melrose Drive (Vista) to San Marcos Boulevard (San Marcos) <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Upgrade Classification</b> 6.2 Prime Arterial (6 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Projected traffic counts suggest a 6-lane road is needed.</li> <li><i>Interjurisdictional Issue</i> -- A 6-lane classification is consistent with the City of San Marcos CE classification (Oct 2001).</li> </ul>
<b>11 Las Posas Road</b> <u>Segment:</u> San Marcos Boundary to Buena Creek Road <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Major Road (4+ lanes)	<b>Downgrade Classification</b> 2.2C Light Collector with Intermittent Turn Lane (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Road serves regional traffic commuting to/from north county cities and will operate at an acceptable level of service standard (LOS D).</li> <li><i>Minimize Environmental Impacts</i> – A 2-lane road is less impactful to the natural upland habitat and MSCP pre-approved mitigation area.</li> <li><i>Interjurisdictional Issue:</i> The City of San Marcos requested the County retain this road because of the recently constructed Hwy-78 Las Posas Road interchange and because it is identified in the North County Parkways Plan.</li> </ul> <p>Note: No intermittent turn lane within the preserve.</p>



CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>12 La Cienega Road (SA 510)</b> <u>Segment:</u> San Marcos Boundary to Los Posas Road <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Major Road (4+ lanes)	<b>Delete CE Road</b>	<ul style="list-style-type: none"> <li>• <i>Community Consensus</i> – Twin Oaks Valley residents support removing road from Circulation Element.</li> <li>• <i>Support land use goals</i> – This road is not needed for semi-rural residential development planned in the area.</li> <li>• <i>Minimize costs</i> – Road is not needed to support forecast traffic volumes.</li> </ul>
<b>13 Buena Creek Road (Twin Oaks Valley Segment)</b> <u>Segment:</u> Sugarbush Drive to Twin Oaks Valley Road <u>Existing Condition:</u> 2 lanes + <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)  <i>CSG Preference:</i> Downgrade to a 2-lane Road Classification	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road is needed to adequately serve projected traffic volumes (15,700 ADT).</li> </ul>
<b>14 SA1414 (Unbuilt road connecting Buena Creek Road and Deer Springs Road)</b> <u>Segment:</u> Buena Creek Road to Deer Springs Road <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Major Road (4+ lanes)	<b>Delete CE Road</b>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Buena Creek Road at 4 lanes can accommodate projected traffic volumes this plan cycle. Tests show that building Road CA SA1414 produces increased congestion on Deer Springs Road.</li> <li>• <i>Minimize Costs</i> – Avoid areas with high costs for road construction and/or environmental mitigation.</li> </ul>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>15A Twin Oaks Valley Road</b> <u>Segment:</u> SA1414 alignment to Bonsall Community Boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Minor Upgrade</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Road is operating at level of service A-C.</li> <li><i>Support Land Use Goal</i> – 2-lane road can adequately serve the semi-rural and rural land uses planned for the area.</li> </ul>
<b>15B Twin Oaks Valley Road</b> <u>Segment:</u> San Marcos Boundary to SA1414 (unbuilt) <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Road is operating at LOS A-C.</li> </ul>
<b>16 Mulberry Drive</b> <u>Segment:</u> San Marcos Boundary to Deer Springs Road <u>Existing Condition:</u> 2 lanes (dirt road) <u>Current Classification:</u> Collector Road (4 lanes)	<b>Remove from CE Network</b>	<ul style="list-style-type: none"> <li><i>Minimize costs</i> – Road is not needed to support forecast traffic volumes, emergency fire access, or the completion of a connected network of CE roads.</li> </ul>
<b>17 Deer Springs Road</b> <u>Segment:</u> I-15 to Buena Creek Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Upgrade Classification</b> 6.2 Prime Arterial (6 lanes) <i>Includes land use modifications (Draft Land Use Map)</i>  <i>CSG Preference:</i> Downgrade to a 2-lane Road Classification	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 6-lane road can adequately serve projected traffic volumes.</li> </ul> <p><b>Note: Traffic forecasts do not include the proposed Merriam Mountain GPA.</b></p>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>18 Mesa Rock Road</b> <u>Segment:</u> Deer Springs Road to North Centre City Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	<b>Minor Upgrade</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road can adequately serve projected traffic volumes.</li> <li><i>Support Land Use Goals</i> – Upgrading to a CE classification will provide an alternate route for traffic on Deer Springs Road.</li> </ul>
<b>19 Interstate 15</b> <u>Segment:</u> Nutmeg Street (Escondido) to Gopher Canyon Road (Bonsall) <u>Existing Condition:</u> 10 lanes <u>Current Classification:</u> Expressway (6+ Lanes)	<b>Equivalent Classification</b> 6.1A Expressway (6+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Projected traffic counts suggest a 12-lane road is needed (Approximately 250,000 ADT).</li> </ul> <p><b>Note: Unfunded CalTrans Improvements. GP2020 Traffic models assumed 4 additional lanes on Interstate 15 that are not included in SanDAG RTP.</b></p>
<b>20 Champagne Boulevard</b> <u>Segment:</u> Mountain Meadow Road to Old Castle Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Equivalent Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic volumes.</li> </ul>
<b>21 North Centre City Parkway</b> <u>Segment:</u> Mountain Meadow Road to Nutmeg Street <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Equivalent Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic volumes.</li> </ul>



CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>22A Jesmond Dene Road (North/South Segment)</b> <u>Segment:</u> Parallel to North Centre City Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	<b>Equivalent Classification</b> Local Public Road	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Parallel facility (North Centre City Parkway) has excess capacity.</li> <li><i>Build Community Consensus</i> – Sponsor Group supports maintaining this segment as a local public road.</li> </ul>
<b>22B Jesmond Dene Road (East/West Segment)</b> <u>Segment:</u> North Broadway to Centre City Parkway <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road can adequately serve projected traffic volumes. Wider ROW is retained to maintain flexibility for future road improvements.</li> </ul>
<b>22C Jesmond Dene Road (Eastern Segment)</b> <u>Segment:</u> Melrose Drive to Emerald Drive <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Remove from CE Network</b>	<ul style="list-style-type: none"> <li><i>Minimize Costs</i> – Remove roads from the CE network when they are not needed to support forecast traffic volumes, emergency fire access or the completion of a connected network or CE roads.</li> </ul>
<b>23 North Avenue</b> <u>Segment:</u> Broadway to Cleveland Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	<b>Equivalent Classification</b> Local Public Road	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Alignment of road and projected traffic volumes do not warrant circulation element classification.</li> </ul>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<p><b>24 North Broadway</b></p> <p><u>Segment:</u> North Avenue to Mountain Meadow Road</p> <p><u>Existing Condition:</u> 2 lanes &amp; portion unbuilt</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b></p> <p>2.1D – Community Collector with Improvement Options (2+ lanes)</p> <p><i>Raised Median is preferred improvement option</i></p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road with a raised median produces an acceptable level of service. Wider ROW is retained to maintain flexibility for future road improvements.</li> </ul>
<p><b>25A Mountain Meadow Road</b></p> <p><u>Segment:</u> 1-15 to North Broadway</p> <p><u>Existing Condition:</u> 4 lanes with portion unbuilt</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Equivalent Classification</b></p> <p>4.1B Major Road with Intermittent Turn Lanes (4+ lanes)</p> <p>AND</p> <p><i>Land use modification in Hidden Meadows and Valley Center</i></p>	<ul style="list-style-type: none"> <li>• <i>Community Consensus</i> – A 4-lane road is supported by the community.</li> <li>• <i>Interchange Capacity</i> -- The proposed land use modifications produce fewer trips.</li> </ul> <p><b>Note: Proposed classification produces LOS F (41,400 ADT).</b></p>
<p><b>25B Mirar de Valle Road</b></p> <p><u>Segment:</u> Mountain Meadow Road to Valley Center Road</p> <p><u>Existing Condition:</u> Unbuilt</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b></p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Raised Median is preferred improvement option</i></p> <p>AND</p> <p><b>New CE Road / Betsworth</b></p> <p>2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p> <p>AND</p> <p><i>Modify land use in Hidden Meadows and Valley Center.</i></p>	<ul style="list-style-type: none"> <li>• <i>Maximize Traffic Movement</i> – Valley Center needs additional routes to I-15 to support planned development. A single 2-lane road produces a level of service F.</li> <li>• <i>Build Community Consensus</i> – Valley Center Planning Group does not support widening Valley Center Road to six lanes.</li> <li>• <i>Interchange Capacity</i> - The proposed land use modifications produce fewer trips.</li> </ul> <p><b>Note: Proposed classification produces LOS E (17,900 ADT Mirar de Valle &amp; 21,300 Betsworth).</b></p>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>26 Rock Springs Road</b> <u>Segment:</u> West Montiel Road to Bennett Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Equivalent Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Maximize Traffic Movement</i> – Segment connects City of Escondido with the City of San Marcos.</li> <li>• <i>Interjurisdictional Issue</i> -- 4-lane road classification is most consistent with classifications in San Marcos and Escondido.</li> </ul>
<b>27 Nordahl Road</b> <u>Segment:</u> Rock Springs Road to El Norte Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4 lanes)	<b>Minor Downgrade</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Maximize Traffic Movement</i> – Segment connects heavily traveled roads in San Marcos (Mission Road and El Norte Parkway).</li> <li>• <i>Interjurisdictional Issue</i> -- 4-lane road classification is most consistent with the southern segment of the road located within the jurisdictional boundaries of San Marcos (Major Arterial).</li> </ul>
<b>28 El Norte Parkway</b> <u>Segment:</u> Nordahl Road to Reese Road <u>Existing Condition:</u> 4 lanes + median <u>Current Classification:</u> Major Road (4+ lanes)	<b>Equivalent Classification</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Road is operating at a level of service A-C.</li> <li>• <i>Interjurisdictional Issue</i> -- 4-lane road classification is most consistent with classifications in San Marcos and Escondido.</li> </ul>
<b>29 North Ash Street</b> <u>Segment:</u> Hubbard Avenue to Rincon Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.1D Community Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road can adequately serve projected traffic counts.</li> <li>• <i>Interjurisdictional Issue</i> -- The minimum ROW requirements are consistent with those noted in the Escondido Circulation Element (Collector 84' ROW).</li> </ul>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>30A Del Dios Highway</b> <u>Segment:</u> Date Lane to Via Rancho Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Equivalent Classification</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic counts (33,000 ADT).</li> </ul>
<b>30B Del Dios Highway</b> <u>Segment:</u> Via Rancho Parkway to Monticello Drive <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Prime Arterial (6 lanes)	<b>Downgrade Classification</b> 2.2D Community Collector with Improvement Options (2+ lanes) <i>Raised Median is preferred improvement option</i>	<ul style="list-style-type: none"> <li><i>Community Consensus</i> – Consistent with San Dieguito proposal.</li> <li><i>Support Land Use Goals</i> – A 2-lane road classification is consistent with rural and semi-rural residential development.</li> </ul> <p><b>Note: Proposed road classification will operate at LOS F (48,000 ADT)</b></p>
<b>31 Via Rancho Parkway</b> <u>Segment:</u> Del Dios Highway to Old Via Rancho Drive <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Equivalent Classification</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic counts (24,400 ADT).</li> </ul>
<b>32 Felicita Road</b> <u>Segment:</u> Via Rancho Parkway to Citracado Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Road is operating at level of service A-C.</li> <li><i>Appropriate Road for Land Use</i> – A 2-lane road is appropriate because road leads directly to Felicita County Park.</li> </ul>
<b>33 Gamble Lane</b> <u>Segment:</u> Felicita Road to Calle Catalina Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Equivalent Classification</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – City of Escondido plans to connect Gamble to Citracado necessitating a 4-lane road.</li> </ul>



CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>34 Sunset Drive</b> <u>Segment:</u> Bear Valley Parkway to West Vermont Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Road is operating at level of service A-C.</li> <li>• <i>Build Community Consensus</i> – Consistent with the classification noted in the Escondido Circulation Element (local collector).</li> </ul>
<b>35 17th Avenue</b> <u>Segment:</u> Encino Drive to San Pasqual Valley Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road can adequately serve projected traffic counts.</li> <li>• <i>Interjurisdictional Issue</i> -- ROW requirements are consistent with those noted in the Escondido Circulation Element (Local Collector 84' ROW).</li> </ul>
<b>36 Idaho Avenue</b> <u>Segment:</u> Encino Drive to Bear Valley Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	<b>Minor Upgrade</b> 2.2D Light Collector with Improvement Options (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Appropriate Road for Land Use</i> – Upgrading to a circulation element road classification is appropriate for the more urbanized portion of this County Island.</li> <li>• <i>Interjurisdictional Issue</i> -- ROW requirements are consistent with those noted in the Escondido Circulation Element (Local Collector 66' ROW).</li> </ul>
<b>37A San Pasqual Valley Road (Highway 78)</b> <u>Segment:</u> Birch Avenue to Bear Valley Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Equivalent Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic volumes.</li> </ul>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>37B San Pasqual Valley Rd (Hwy 78)</b> <u>Segment:</u> Bear Valley Parkway to San Pasqual Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Freeway (6 lanes)	<b>Downgrade Classification</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic volumes.</li> </ul>
<b>38 Existing CE Right of Way (Hwy 78)</b> <u>Segment:</u> Birch Avenue to Bear Valley Parkway <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Freeway (6 lanes)	<b>Delete CE Road</b>	<ul style="list-style-type: none"> <li><i>Minimize Costs</i> – San Pasqual Valley Road can adequately serve projected traffic volumes.</li> </ul> <p><b>Note: Long range plans provided by CALTRANS do not include this segment of freeway.</b></p>
<b>39 Bear Valley Parkway</b> <u>Segment:</u> Zlatibor Ranch Road to Austin Way <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major road (4+ lanes)	<b>Equivalent Classification</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic volumes.</li> <li><i>Interjurisdictional Issue</i> -- Consistent with the classification noted in the Escondido Circulation Element (Major Road).</li> </ul>
<b>40 Birch Avenue</b> <u>Segment:</u> San Pasqual Valley Road to Bear Valley Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	<b>Equivalent Classification</b> Local Public Road	<ul style="list-style-type: none"> <li><i>Maximize Traffic Movement:</i> Provides an alternative East/West route from Bear Valley Parkway.</li> </ul>
<b>41 Citrus Avenue</b> <u>Segment:</u> Mountain View Drive to San Pasqual Valley Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	<b>Minor Upgrade</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Maximize Traffic Movement:</i> Provides an alternative North/South route from San Pasqual Valley Road.</li> <li><i>Interjurisdictional Issues</i> - Consistent with the classification in the City of Escondido circulation element (Local Collector 66' ROW).</li> </ul>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>42 Mountain View Drive</b> <u>Segment:</u> Cloverdale Road to Royal Oak Drive <u>Existing Condition:</u> 2 lanes (portion unbuilt) <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Road is operating at level of service A-C.</li> <li>• <i>Support Land Use Goal</i> – 2-lane road can adequately serve the semi-rural land uses planned for the area.</li> <li>• <i>Note</i> -- Consistent with the classification in the Escondido Circulation Element (Local Collector).</li> </ul>
<b>43 Cloverdale Road</b> <u>Segment:</u> San Pasqual Valley Road to Old Ranch Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Road is operating at level of service A-C.</li> <li>• <i>Support Land Use Goal</i> – 2-lane road can serve this semi-rural land area.</li> <li>• <i>Interjurisdictional Issue</i> -- Consistent with the classification noted in the Escondido Circulation Element (Local Collector).</li> </ul>
<b>44 Rockwood Road</b> <u>Segment:</u> Cloverdale Road to Guejito Road <u>Existing Condition:</u> Largely unbuilt <u>Current Classification:</u> Collector Road (4 lanes)	<b>Delete CE Road</b>	<ul style="list-style-type: none"> <li>• <i>Support Land Use Goal</i> - Very low density area does not necessitate a CE road.</li> <li>• <i>Minimize Costs</i> – Avoid steep slopes and areas with high costs for road construction.</li> <li>• <i>Minimize Environmental Impacts</i> – Minimize impacts to sensitive environmental resources.</li> </ul>
<b>45A Summit Drive &amp; Mary Lane (Western Segment)</b> <u>Segment:</u> San Pasqual Valley Road to San Pasqual Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Interjurisdictional Issue</i> -- Consistent with the classification noted in the Escondido Circulation Element (Local Collector).</li> </ul>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>45B Summit Drive (Eastern Segment)</b> <u>Segment:</u> San Pasqual Valley Road to Mary Lane <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> N/A	<b>Equivalent Classification</b> Local Public Road	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Road is operating at level of service A-C.</li> </ul>
<b>46 San Pasqual Road</b> <u>Segment:</u> San Pasqual Valley Road to Bear Valley Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic volumes (22,300 ADT).</li> </ul>
<b>47 Lake Wohlford Road</b> <u>Segment:</u> Valley Center Road to Woods Valley Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Road is operating at level of service A-C.</li> <li><i>Minimize Environmental Impacts</i> – Road alignments should avoid areas with steep slopes whenever possible.</li> </ul>
<b>48 Valley Center Road</b> <u>Segment:</u> North County Metro planning boundary to City of Escondido <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Prime Arterial (6 lanes)	<b>Downgrade Classification</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Proposed road classification will operate at an acceptable level of service.</li> </ul>